

# Logbook transat 2018



Las Palmas – Arguineguin : first nautical milles to begin with sailing lessons



And last shopping



## Transat first part :



## Tuesday 4 December:

Filled up the diesel tank in Puerto Mogan and refilling vegetables and fruits stocks in Arguineguin's open market  
Departure without hurry because the trade winds are not really established along the African coast but we chose the road by Cape Verde then Inch Allah

## Wednesday 5 :

12pm UTC Departure from Anfi del mar 26 ° 46.2N 15 ° 41.6W - North of Arguineguin

Establishment of the MS (Main Sail) 1 reef in the sails East Wind, Port tack Boom and boom retainer on starboard: 10 wind knots ... the new anemometer does not seem to be optimistic about the strength of the wind but it gives at least the right direction At 120° from the wind we reefed the genoa so that the MS does not blanket it from the wind  
For more comfort during the night we reef again the MS, speed 6 to 7 Kts



12 :30 Catch sight of 1 finback and dolphins

Night watches are easy with 4 people under a moonless starry sky:

9pm Martine

11pm Max

1am Fred

3am Frédo

5am Martine

7am at the choice of who want to watch

Next days we will shift each one to the next quarter

## Thursday 6:

**D1: Position 25°59.5N 17°32.1W Baro 1018 Speed: 6.8 Course Over Ground 230°, 147 Nm travelled Temperatures Living room 25° Ext. 29° water 23° Beautiful sea Unreef a bit the sails during the morning then we shake the sail out completely after lunch to keep an "acceptable" speed**



Nothing more all day long, Night with good wind Speed: 6.6 kts

## Friday 7 Dec. :

A sailboat passed behind, presumably with the engine given its lights, at 0.5 Nm on radar but not on the AIS 8:30am reefed the Main Sail A whale and her 2-year-old calf (estimated according 2 differences in size) swam really near us but heading South and with a rough sea they were not interested by Fredoya. We couldn't take great shots.

### **D2: 12pm UTC Position 24°12.2N 019°26.6W**

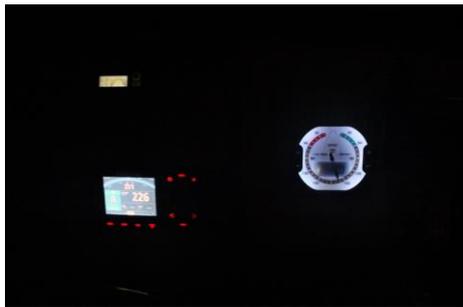
Barometer 1020 Cog 223 ° Speed: 6.5kts at wind speed 298Nm travelled Living room temperature 26°C/78.8°F exterior in the Sun 30 ° Shadow 24 ° Water 23 ° it's time for trolling fishing

Sailboat with 4 arrows bars overtake us by port side at 0.75Nm on the AIS (Automatic Identification System) unknown but with the sails

MMSI 235113489 GB

wind variable beginning of night then stronger around 15kts

Stars & plankton

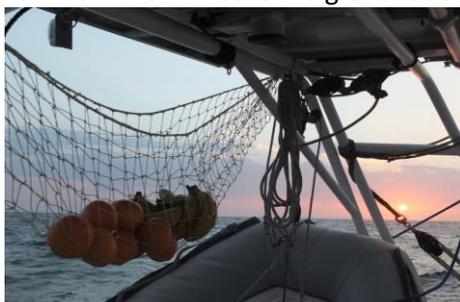


## Saturday 8 :

**Day3: 12pm UTC Position 22 ° 12.6N 021 ° 05.4W Baro 1019 Cog 215 ° Speed. 6.5 knots with apparent wind at 105 ° 449 Nm covered (theoretical halfway point passed at 7:30am) T ° living room 25 ° ext 28 ° weather cloudy with dry white squall so we reefed the Main Sail**

Generator switch on to cook: oil change in 4 hours Small spotted dolphins came while we were reefing so we had no time for pictures. Fish 1 - 0 Fredoya: we only had a small one which unhooked before we could even see it A few birds, sea swallows or storm petrels? too far apart to confirm even for Fred eagle eye!

We released a small Mahi-mahi Missed 2 big ones at a speed of 9 knots ...



3pm Stormy white squalls we reefed even more the sails, some lightning and a distant thunderclap that always makes us wonder: "and electronics? "Lightning?» Hoping for the best rare are the experiences of bad encounters with these stormy phenomena and our aluminium can should serve as a Faraday shield. Unreefed to stay at a speed of 6 knots still reducing... B experience it feels like we will have to .... .. start the engine at 4:45pm hoping to create wind for the sails unsuccessfully: Hauled down the MS on the pilot roof and rolled up the genoa In a rough sea 5.5 kts, direct cape on Mindelo hoping that the wind will return at the end of the day. Wind comes back around 9pm we try ... MS and the Genoa reefed: it slams way too much we put the MS down on the roof 10:30pm Genoa alone, it held until 1am until we put engine on again 7:15am Genoa alone



**Sunday 9** .... The sun comes out of the clouds at 8: 30 a bit of North Wind at 120° ; 5kts Taking a Grib: no big change planned!

**D4: Position 20 ° 22.1 N 022 ° 25.2W** Baro 1019 Cog 203 ° Speed.4.5 Kts apparent wind 130 ° between 7 and 10 knots 583 Nm travelled Interior: 26°C ext.: 28°C in the sun: 34°C water: 23°C

Noon: it's time for an aperitif (it's Sunday so we'll enjoy a beer in the cockpit)



Fished 1 medium Mahi-mahi

Capricious wind but staying at 120 ° Cog 200 ° for Brg (go to) 216 ° life. 4.5 Nds not huge but comfortable when it does not slam Reading, computer, navigation class ... bakery and cooking As soon as the wind passes above 12 knots we get better off at 130° but it doesn't last 6pm beautiful sunset between sea level and low clouds 7pm mini crescent moon disappearing at 8:30pm.



Text messenger: "Weather forecast: Mistral wind force 9... in Marseille " We would appreciate to have wind but not so much... 11pm our speed does not pass 3kts even when surfing on the swell

01: 30am almost no wind, rolled up the genoa, engine on, speed: 5.6kts, 195Nm remaining to reach Mindelo  
4am we can see a boat, at 1.47Nm away from us the AIS emits "Fisherman in progress" Japanese flag. New technologies are cool!  
8am sunrise with small Atlantic spotted dolphins playing for 20mn at the bow Obligated to luff to stay at 130 ° from wind. Speed 4.3 kts

### Monday 10 December

**D5: position 18 ° 43.1N 023 ° 27.3W Cog 207 ° speed. 4.3 ktNds travelled 699Nm Baro 1019 t ° int 26 ° ext. 30 ° water 24/25 °**

Shower in the cockpit with the seawater hose, the water does not even seem cold !!!

1:15pm engine on to roll up the genoa, let's give a try to the gennaker 2:10pm we lower the keel for stability Cog 220 ° vit. 4.3 kts Go to Mindelo 131 Nm at 220 ° Brg

7pm aperitif outside with the sunset, it is still warm, we tidy the fishing rods for the night. Engine (5972 hrs)

No fish but chocolate mousse! (recalls Martine, concerning the important things of life on board)

9:25pm Gennaker's on, it's time for Max watch We are heading too much West, Fred has to wake up 45 minutes before his watch to roll the gennaker (Captain's responsibilities)

### Tuesday 11 december

Not enough wind for the genoa but this time with the gennaker on starboard we manage to continue.

02:45 Go to Mindelo 72Nm speed: 5.5kts travelled 768 Nm

05am the wind comes back speed:5.8 kts Variable wind but stable Cape 10am 37Nm from the coast 1 then 2 young Northern Gannets (emotional sequence of the first birds and more "crazy" !!!)

The wind drops again. Speed 3.5 kts But next night: at least a party at anchor!

**D6: 17 ° 17.06N 024 ° 42.01W**

**Cog 210 ° vit. 5 Nds**

**Travelled 811**

**Baro 1019 Goto 274 Nm Brg 218 °**



12: 30 EARTH 17 ° 15N 024 ° 43W: Santo Antao on starboard, Sao Vicente still in the port mist

A sailboat motor off the starboard aft

Aperitif arrival and beautiful plates of raw vegetables

Second sailboat on port side under Spinnaker, gybes and then slings her spinnaker, continuous to the engine

AIS a bit long to capture MMSI French flag remains unknown, in fact it is Alizé who comes from Sal.

Passage in front of Santo Antao with der gennaker, wind monitoring Rear remaining below 12 Nds apparent

Under control with Amy MacDonald on MP3



17: 00 venturi effect between the islands, rolled up the gennaker; put the impeccable genoa ... Beautiful arrival to the sail

**18: 25 MOORING Mindelo 16 ° 53.0 N 024 ° 59.7W**

Engine 5976 (23h) for 6 days 6h25 or 150,45 hours, Run 842 Nm

More boats than 3 years ago, mooring a little more outside just in front of the wreck and left of the wet tug in couple of a future wreck ...

## Mindelo stop: refueling and rest



### Wednesday 12 december:

Baro 1020

08: 30 windex in 15 to 20 Nds of wind ... wet to go to the entrance papers

The ATMs of the port do not want a visa-only master card at the second ATM.

A little long the paperwork but interesting meetings with Vitamin and found Alizés

Immigration, passport (5 euros for us 4) and very nice maritime police, they keep the papers of the boat.

Market racing, fruits, vegetables (many small sellers-producers)

Tomatoes, peppers, salads, fresh herbs ... Bananas, some small and fibrous mangoes, coconut and oranges, papayas too but it's not good huh!

Offshore fish, good markets (4 to 5 euros Kg) a lot of tuna, amberjack, dentis, grouper, squid and of course "carapaus" adored by the Portuguese countries (sardine with 3 edges) not terrific



Planning of the stay ... the telephones seems not have made the time setting UTC - 0100  
 Well-established trade winds 20 knots gusting at 25NdS see 30 knots  
 the night was not as quiet as expected but it was not too hot, Martine even supports a little wool in the shade in the cockpit

**Thursday 13 December:**

windy night, reminder on the end of the chain ... and some noises near the mast  
 shopping at the small supermarket and markets, storage



Long walks in town to stroll, mails on the square Novo with wifer, ok on the phone but not on the computer.  
 M & M laundry in town and internet at Mamamia cafe  
 Aperitif at the bar of the marina



**Friday 14 December:**

07:00 M & M take the ferry to Santo Antao  
 We make 2 go back to the Maritime Police and Immigration to make the exit (made in 5 minutes)  
 Change oil of the generator and various works  
 Wind, gusts sup 30 Nds all day, it's tiring, better to be aboard in case  
 visit to Psi who just arrived at the marina, package of 100l of water then 2cts / L is 20 € / m3  
 At least people will pay attention to the water and not wash their boat for nothing.  
 Return ferry late because of the wind, discussed about the breakdowns with different boats and hitchhikers  
 wind fell during the night



**Saturday 15 December :**

Markets in 2 times, in anticipation of departure for the fortnight

Paid place for the annex 4 € / day (neighbors 30 € / month)

Nap, files grib, wifi place Novo, try to put 3 photos on Fcb but wifi not powerful enough

Last races to finish the last escudos Cape Verdeans, the rest given to a kid who goes away all proud to see his friend.



# Transat second part :

## Sunday 16 December 2018:

8:40am locally (UTC -1h)

**barometer 1020 wind NE 16Kts Engine 5976h Carriacou - Granada 2135 Nm**

**Cape Brg 268 °**

We hoist the Mainsail (with 1 reef easier) sheltered in the bay: Fred at the helm, Max & Frédo at the halyard, Martine at the sheets. Then unrolles the Genoa.

No more wind after avoiding a Korean fisherman ... Fred and Max setting up the boat boom.

Frédo feeling good at the helm with crossed sails 20 to 25 apparent knots of wind it works well, rough sea. Taking the second reef of the MS, Max and Frédo re arrange the sail along the boom especially because it was blocked in a pulley.

Speed from 7 to 8 knots with surfing at 9 knots 12: 40 driver Unrolled the forestay sail behind the MS to avoid luffing, Speed 11.1 Kts ...Wow! Then the wind weakens.

1:40pm preparing the gennaker ... the wind is coming back Gennaker abandoned on the deck, genoa starboard tack is at 60 ° from the wind. 16°46.9N 025°34.9W influence of the islands, hopefully; we still see Santa Anta pretty well.

2:10pm beam wind and then back to 150 ° on starboard 3pm generator to bake breads, batteries in absorption cycle.

The crew was afraid of being bored during the transatlantic which normally consists of a constant wind ... but at least the first day there were manoeuvres!!

Meal in the sun it's a little bit too hot, some shadow is well appreciated Fried squids with fresh rosemary and scallion, green peppers in olive oil and breadfruit with cream Small naps, Fred's is doing the settings to stay on track 6: 30pm sunset without sun ½ rising moon but the sky is cloudy

For dinner: toasted amberjack with Fresh Cape Verdean kidney beans trying to flee from our plates moving on the swell but there was no accident

Let's go for fifteen rounds of watch

9pm Fred

11pm Fredo

1am Martine

3am Max

5am Fred

7am Frédo



## Monday 17 December:

The wind stabilizes, Cape at 140-150° from apparent wind 15-20 Kts Less erratic sea, our course is more stable and the boat movements are more comfortable 8:30am we unreefed (waking up M&M) but gaining 1kt og speed And especially we received a message celebrating the women hand ball team 24 to 21 ... huge smiles and pride of M&M for their daughter!

**Day1:**

8: 40am local time (UTC -1h) **Position 16 ° 21.4N 027 ° 43.5W** Baro 1020 Cog 265 ° Speed. 5.7 Nm Travelled: 162 Nm  
Longer swell

The wind is looking a little, goes from 150 ° to 130 ° in apparent wind for stable pilot  
Cog 265 ° on trace of January 2016

10: 30 Returned last reef, rolled staysail



15:30 Dorade Coryphene (Mahi Mahi)

As usual the 2 lines at the same time

Starboard line breaks, octopus with a steel line broken

The port line is up to 2, the dolphin fish that swim looks beautiful, electric blue never had so beautiful

Exit without the fang not found but anyway with listening to genoa swaying on this edge it is difficult to approach the beast along the hull

Fortunately, well hooked

Landed in the cockpit 1m25 long !! for 13.5 Kg

Beautiful record, excellent in carpaccio with lemon olive oil for dinner



Overcast all day with changing grey cloud cover  
2 or 3 storm petrels fly over the waves  
Many flying fishes, some end on the bridge some very small 5 cm  
20:30 Discussion to know if we take a reef or not

Cape Wind must remain between 140 ° and 120 ° of apparent wind  
Apparent wind speed less than 20 knots  
22: 15 taken in MS, wind a little stronger  
We still walk at over 7 kts, keeping an apparent Cape to Wind between 140 ° and 125 °  
This gives a Cog around 245 ° a little too South but comfort above all and the wind must take the East in the second half of the road.

### **Tuesday 18:**

01:17 end of Martine quarter, Cargo cruising ahead 2Nm South North  
our position 15 ° 46.3N 029 ° 22.3W (in anticipation of a paper map exercise)  
04: 40 taken N ° 2 GV and ½ genoa: the pilot works much less and takes + 10 ° on a Cog 255 °  
Cloudy sky on the horizon, some stars, moon lying



**J2 08:40 local (UTC -1h)**  
**Position 15 ° 29.1N 030 ° 12.9W**  
**Baro 1019 Heavily covered sky Cog 258 ° Lives. 7.8 Nm**  
**Ride 317Nm**  
**Apparent wind 20 knots at 135 °**  
**Inter temperature Ext. Water 25 ° C**

7 am Small dolphins ... They were not fair players! They just jump around and disappear quickly... Martine did not have time to surface since she was up for her watch from 3 to 5am ... and Max had no battery in is camera  
Grib file / weather Our route is between the isobar 1016 and 1020 Hp so we should have the same kind of weather for the next 7 days !!

For those who want to send message text , the iridium® seems to have complicated its capchaka enough to dissuade users ... the message is sometimes truncated by a bad satellite connection or the mysteries of computing If you want us to know who you are and thank you Write your name at the beginning of the message or instead of the email address!

A whole day without steering Not put the fishing rods because refrigerator full to crack Reading and classical polyphonic siestas Overcast, no sunset watching the green ray for 10 days  
At the end of afternoon we had some good acceleration ... 9.1 kts 11pm Rolled up half of the genoa reef. Still cloudy sky, warm wind

### **Wednesday 19:**

Generator for breakfast and the consequent energy consumption of the pilot, the new panels are doing great but yesterday was very cloudy 07: 50am the sun goes over the horizon (it gets hot in the pilot house)

**Day3 08:40 (UTC -1h)**  
**Position 14°52.6N 033°09.5W**

492 Nm travelled so far (**175 Nm for the day**) Apparent wind 15-20 knots Starboard tack 135 ° GV 2 ris GN 1 ris temperature 25 ° C

We are making records in average speed, we will wait to make the calculations not to give ourselves too much hopes and celebrate New year's Eve "on land".



### Thursday 20 December:

Day without change in the sails apart from the installation of a awning to have shade in the cockpit at mealtime. We caught sight of 1 fulmar petrel and 2 or 3 storm petrels, a multitude of flying fishes and Sargassum!

After a beautiful sunset through a cloud strip on the horizon with splendid colors. The wind disrupts a bit our aperitive time but then stabilizes. In the end it weakens and obliges us to unreef at 11:30pm

Trying to stay at 150 ° of apparent wind all night after a precise sails adjustment by Fred. Auto pilot heading at 290 °, it fluctuates quite a bit on the wind vane but the speed remains correct with 0.5 knots of current. When we sail at 160 ° from the wind the genoa edge slams but at 130 ° it deviates too much from the road and the sails adjustment. Moon hidden by the sails, clear sky, long swell, calm sea except for some wavelets of wind against the current. Clear starry sky, it's quiet! Disassembly of the oven to control the button which broke down last night, indeterminable failure, certainly electronic. Impossible to test micro wires with all those wave movements

We'll have to go back to cooking bread in a pressure cooker like when we were young, beautiful and ... 😊  
Fortunately, we did not have a turkey for Christmas

**D4 7:40am local (UTC -2h) changed time zone at 35 ° W**

**Position 14°48.2N 035°51.4W**

Baro 1017 Blue Sky some clouds (Atlantic sky ... at 14 ° N!) Travelled 649 Nm (or **157 Nm last day**)

Apparent wind 10-12 knots Starboard tack 145 ° MS with 1 reef Genoa 1 reef too Temperature 26 ° C

The sun hit hard and the wind goes up ... Speed. 6-7 knots

Noon under the little green awning, we eat some leftovers and the last fresh vegetables. Potato & squid aioli, Mahe Mahe carpaccio with lime, fried spaghetti, cucumber salad, tomatoes and coriander yummy!





No big change of pace all day, the wind weakens. Then at 5pm, we are tired of hearing the genoa slam and see the MS, run out of air.

We haul down everything; quietly we prepare the lazy bags .. a shack is missing but luckily we get it back on the deck. Fred and Frédo at the MS while Max and Martine roll up the forestay sail and prepare the genoa too.

Then we hoist the gennaker which stayed on the deck for 2 days would be ready to be sent if he was on the right board of the boat!!

We pass it on port and Fred and Max hoist it in 2 minutes ... but of course it would be too easy ... we haul it down to re-fix the roller furling correctly. Then Frédo unfurls it in the swell ... Max haul it in, Fred takes the helm, Martine coils the sheets. The sail slams for 3 minutes to find the right course. The auto-pilot's remote-control refuses to take control, we change the batteries and it seems to be enough ... we switch it back on crossing his fingers and letting the sweat dissipate.

And night falls means... wind will maintain ... we can at last have a drink outside and a well-deserved dinner with fish "again" and pasta "again"!

Nothing but happiness! Weather is warm. Boat speed of 3.9 knots at the beginning and stabilizes at 5 kts. Apparent wind at 160 ° little more than 5 knots or 10 knots of real wind, Cog 267 °



### **Friday 21: last day of commuting and work routine for many of you**

5am the pale moon sleeps

6:15 morning comes

7am the sun begins to warm up we will have a hard time believing in winter ... but we store vitamin D for next summer

**D5 07:40 local time (UTC -2h)**

**Position 14°40.8N 038°11.4W**

Baro 1014 (from 18h) Sun Cloudy sky Cog 271° Lows. 5 Nm

Travelled 786 Nm (or 137 Nm last day)

Apparent wind 7 knots at 160 ° Starboard tack under Gennaker

08: 35 black cloud on starboard but gives neither wind nor rain  
09: 00 rinsing of the bridge and snowmen with sea water, it is good 25 °  
Sand came with the few drops of the last days and crust of salt deposited by the spray  
09: 30 rolled genoa swaying starboard 1 reef lives. 6.2 Nds



12: 00 Cog 267 ° lives. 6.3Nds, rolled genoa  
Quiche dorado with a pastry for empanada, cooking in the pan, fire a little too strong at the beginning, dry at night, excellent the next day noon (a little softened)  
Perfect semolina bread, fire setting between 7 and 6 (also at the stove)  
Soon it will be the end of fresh vegetables

21: 00 175 ° <apparent wind <155 ° pilot at 295 ° since 2h 3 <life <5.5 Nds  
Drifting swell giving the variations of windex



### **Saturday 22 December:**

7am redo the Goto on the GPS taking the BBB point recorded on 30-01-2016 at 6:46am corresponding to the arrival point in the Martinique Channel, north of Petit Saint Vincent.  
Heading: Brg 267 ° Goto 1250 Nm

#### **D6 07:40 local time (UTC -2h)**

Position 14 ° 34.9N 040 ° 20.3W  
Baro 1016 Atlantic sky, scattered clouds, sun, blue sea white wavelets  
Cog 267 ° Vit. 5.7 Nm  
Travelled 911 Nm (ie 125 Nm every day)  
Apparent wind 5 Nds at 150 °  
Gennaker Tribord tack

We saw the first tropicbird (phaéton). Always flying fishes and Sargassum. 11: 15am The wind seems to be strengthening to 12 - 15 knots. We hoist the MS and then roll the gennaker with difficulty (a little too windy or the sheet not loose enough, it doesn't roll well)  
Genoa with 1 reef

We cool down in the shadow of the awning for a quiet little meal, it's going to be the end of the ripe bananas. Oranges and grapefruits should hold longer. We decided to haul down the gennaker to stop his vibrations and put the forestay sail to counter the luff movements.

At this moment a dolphinfish Mahe mahe of 3.5 Kg bites ... cleaned and refrigerated in 10 minutes! Then we slowly finish the change of sails. Shower on the stern and rinse with fresh water in the cockpit before nap.



17 :00 Tombé GV vent arrière – envoyé gennaker- enroulé génois  
140° du vent Apparent 10 Nds, CoG 265° vit.5.5 Nds  
Préparation d'une fougasse Aveyronnaise  
Coucher de soleil très nuageux  
Belle pleine lune avec quelques nuages

### **Dimanche 23 :**

5pm haul down the MS – hoist the gennaker- rolled genoa 140 ° Apparent wind 10 knots, CoG 265 ° speed.5.5 knots  
Preparation of an Aveyronnaise fougasse  
Very cloudy sunset. Beautiful full moon with some clouds.

### **Sunday 23:**

3am Fred "I change our cape a little bit if the wind goes up too much we will unroll the genoa" force 4, 18 Kts, boat speed 5.5 kts 5am wind seems to rise more and more.

Ascent of MS with 1 reef, Big familiar noise that we do not immediately interpret, too busy with the MS. Nothing abnormal ... it is still dark. The gennaker is not in the wind course anymore but still it's very difficult to roll it with 20kts and more.

When it is time haul it down we understand... the noise was the halyard sheath cut by the blocker (this last one we had close just for hoisting the MS!)



Nevertheless, Fred manages to sort it out and haul it down while Max catch it in time. Lucky move because it began to unfold.

Once everything tidy we unrolled the genoa on port. 8am re unrolled, sent back cross-wind at 140 °

### **D7 07:40 local time (UTC -2h)**

Position 14 ° 17.3N 042 ° 32.8W

Baro 1014 big sun blue sea white wavelets

Cog 270 ° ° Vit. 6 Nm

Run 1042 Nm (131 Nm every day, speed falling)

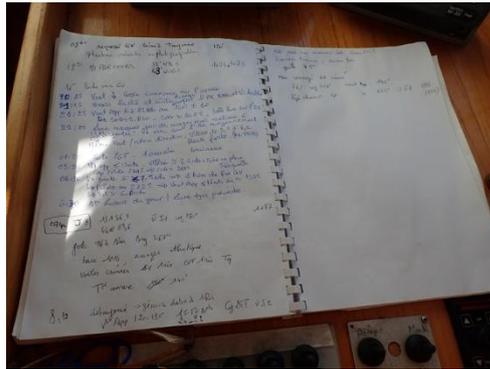
Apparent wind 15 knots at 130 °

Starboard tack MS 1Reef in GN

Some tropical birds sing above the boat but fly away too quickly to take a picture.

Small cooking incidents for the fougasse (starting the fire too soon and cover glued) but it's not too bad! 😊

Lack a little courage to transcribe the diary photographed ;-)



Most important facts:

Phaetons and sargassos more and more numerous

12: 51 MI THEORETICAL COURSE 14 ° 14.5N 043 ° 06.1W, travelled 1074/1075 Nm remaining

17: 30 Fred needs a restorative Coca ... headache since last night with the return of the meal post nap

Black cloud with small grain that runs out of steam at the time of the watch of 21: 00

All night at Cape 267 ° approximately between 120 ° and 160 ° of the wind lives. acceptable greater than 5 knots

## **Monday, December 24**

### **Local J8 07:40 (UTC -2h)**

Position 13 ° 56.3N 044 ° 32.8W

Baro 1014 cloudy clearing

Cog 267 ° ° Vit. 5.7 Nm

Run 1187 Nm (145 Nm every day)

Apparent wind 15-20 Nds at 120 ° -130 °

Starboard Cross Veils GV 1ris GN Laminate

FRESHWATER: passed on the port tank (consumption 615 L from Las Palmas 2/12: 21j / 30 L every day good average to hold up to Petite Martinique)

Fishing: Traines put to water and then fish dance made by Max

Phaetons follow the baits but do not try to catch them, for now

09: 00 returned whole GV

10: 25 handed over staysail to stabilize zizags by Max and Martine "alone"

16: 30 gennaker test after putting a beautiful new halyard dyneema .. we would have preferred less chic but it's not all Christmas ... the next girl from France will have to take charge of a halyard glenne standard...

The gennaker is well entangled, there are several pockets upside down that prevent it from unfolding, we re-rolled as we can and we bring it on the deck, we will have to unroll everything and control. 140 m2 to brew on the bridge. To return a day without too much wind.

The trailing lines have sinned many sargassos and 2 small amberjacks rejected before their suffocation

### **New Year's Eve Dinner**

Aperitif outside under the ramp of leds ... with bubbles .... Foie gras with brioche a little too sweet ... No turkey so dolphin fish fillet ... beautiful pears Helene ice-free but fresh cream



Finish a little late ...

Fred first quarter bravely encroached on that of Fredo 23: 30

## **Tuesday 25**

Sim-Sim Bipbip alarm a little more downwind than 160 ° but it works well

05:00 Fred's second quarter the pilot goes aboard on board with alarm more and more frequent  
Beep beep every 15 minutes then 6 then 2 ...

Rear station control RAS

Fred at the helm RAS although that seems a bit soft

Off and restarted pilot: ok less frequent alarm and less extreme helm angle

Gain at 0.97 Counter bar 2.17

07: 00 the wind makes variations that give envy to modify the Cape compass but you should not touch too much

Always in alarm "Cap off AC70-0"

During the night and the tests, had 1 or 2 messages "in limit of steering"



**Local J9 07:40 (UTC -2h)**

**Position 13 ° 50.2N 047 ° 20.1W**

Baro 1015 sun clouds of good weather

Cog 266 ° Vit. 6.4 Nm

Travelled 1325 Nm ( 129 Nm last day)

Apparent wind 8-15 Nds at 170 °

Starboard cross sails

Around 08: 30 We switch off the electrical panel and when we reconnect "no speed"

"No motor" Beep every minute ...

... hollow stomachs and tired heads .. we go back to the post Rear control and listen ...

Nothing very characteristic even with a lot of imagination

Put in Stand By then put back in Auto ... is still but still big movements



Fred finds the wheel really weird and asks for video control

Gopro too ... to take out the memory card to watch ... used the underwater camera despite the swirls we see a packet of Sargasso sargastiques blocked in the port rudder

10: 20 After storing the inside (for the swell, we'll be skewed) we slacken the GV, we put the engine (5979 hr), we wind the genoa and put on the cloak.

Max and Frédo get ready to dive

Max first "there's nothing left !!! Fred is still going too well, too blue not to enjoy it

And more comfortable than on the boat (no swell) .... but we must go back

Rinse and put on sails



11: 30 lift up 35 sec.the keel for bearing

GV left to 1 reef, genoa upwind, Wind Rear Wind app 160 ° to avoid any sound genoa even if we lose the Cog  
SimSim will thank us by stopping beeping ... it's good!

Everything is in order.

And then the maneuvers begin to be honed

You just do not change the color of the tips !!!

The new halyard of green spinnaker like that of GV could be confusing for the novices ... a few seconds but we are not in competition.

Take the time to screw on the SG, the ends of slats on the trolleys: 3 well unscrewed

It will be necessary to think of putting the net brake as well as on the manila of the lazy bag: the "never ending list" eternally restarted.

Past Time TU-3h

Storing the gennaker as an asymmetrical spinnaker in his bag

Unrolled on the pilot-house from the roof to the front cabin

A 8 hands is much easier than 4





As we prepare to look after of the gennaker the 2 lines that had taken only Sargassa since this morning leave at the same time.

A medium amber raised without care

A beautiful dolphinfish of 5-6 kg to 2 but without difficulty.

We can put the turkey! (that we do not have on board)



Rear Wind, more stable sea since last night with a more regular swell

Beautiful sunset seen from the front of the boat to hope to see the green ray but still a little feeble

Yess Christmas at sea too classy especially on the Sargasso Sea!

End of meal BipBip "Cap off AC70-0"

Engine down the keel to ride less in the swell, Fred takes the helm, we wind up we go back to the wind keeping the SGS

We wait a little

We go back to Cape Town with the sails and keel raised and we give back simsim

Okay

No problem until midnight

### **Wednesday, December 26**

00:00 Beep waking Fred and Frédo

In fact it is the wind that forces, we take a laugh just the time to let a little cloud

Then we raise the laugh

Apparent wind at 160 ° Cog 278 ° for Brg 265 °

05:00 Sargasso 3rd

Maneuver Fredo and Max in 10mn Ok, Fred at the helm

**Local D10 06:40 (UTC -3h)**

**Position 13 ° 53.9N 049 ° 44.7W**

**Baro 1015 Humidity 71% Sunrise** clouds of good weather, moon still there

Cog 258 ° Vit. 6.2 Nm

Travelled 1467 Nm (ie 142 Nm every day)

Apparent wind 8-15 Nds at 170 °  
Starboard cross sails

Crossing Sargasso plates as far as the eye can see



Sargassos 4th !!! we do not stay enough to the cape the first 2 shots, Max offers to dive, Fred takes a video because we still advance to 2-3 Nds and waves-waves remarkable  
But the 3rd time, it's ok, we take the road again.

It's already hot.

Passed in big packs of Sargassos, Simsim Bipbip made shorten the shower of Fred  
But they were unhooked alone ...

It was the last big pack for this morning

13: 30 young blue-nosed or mad-masked madman, photos not good enough to determine what juvenile it is!

Have a good time around Fredoya diving sometimes effectively

We do not see what kind of fish he catches, flying pardi!

As an aside the last amberjack that we did not have time to reject at the same time as the great dolphinfish was very good and more than enough for 4.

Very good dolphinfish eggs in "tarama"

19: 19: 19 less than 100h on arrival on the Furuno GPS remain 610 Nm at Brg 264 ° Cog 267 ° saw 6.7 Nds travelled 1545 Nm

Starry sky

### **Thursday, December 27, 2018**

Poor night with good acceleration at 05: 00 for Martine's watch 7.5 at 8 Nds

we take a little south

wind stronger 20 25 30 Nds tomorrow on weather Gribfile, we expect to have to reduce but for now it's all right

the trailing lines catch some sargassos but significantly fewer than the previous days

as long as it lasts!

**J11 06:40 local time (UTC -3h)**

**Position 13 ° 41.9N 052 ° 20.5W**

Baro 1015 Humidity 65% Sunrise is beautiful !! full of clouds on the horizon

Cog 247 ° ° Vit. 6.4 Nm

Travelled 1621 Nm (ie 154 Nm every day)

Apparent wind 12-15 Nds at 160 °

Starboard cross sails

Good pace zigzag but inside it is quite horizontal and comfortable to try to recover the latest files from Mac on DD readable by PC!

Sargassos still Sargassos, in the hooks, fortunately acceptable speed and not too much in the rudder

No maneuver until 20:50 but the wind rises during dinner 20:50 GV reefing before 1st quarter

## Friday, December 28, 2018

00:30 1st grain with a fine rain

Quarter of Fred Wind shot of 15 ° at least !! then income

then Frédo Ras star determination with App. Such. Less easy but less the impression of having Alzheimer's than with Coralie ;-p

**J12 06:40**

**Position 13 ° 41.9N 055 ° 02.62W**

03:00 Martine: there is just 400 Nm to go, it pulse (dixit Martine)

05: 30 Max Grain dispelled or emptied

Fred in duplicate, Frédo waiting to reduce order to 2d ris

But back to normal after a few Simsim Bipbip in some awnings, olauffic lurching

Veiled sky, vertical moon.



**J12 06:40**

**Position 13°41.9N 055°02.62W**

Baro 1015 Humidity 65% cloudy

Temperatures outside, in the shade, inside & water 27 ° C

Cog 268 ° ° Vit. 7 Nm

Travelled 1781 Nm (160 Nm every day)

Apparent wind 7-10 knots at 150 °

Starboard cross sails

07: 00 the genoa did not like the nocturnal grains: disjointed in several places in the upper part, rewirable "a mano" but it would be nice to find a pro all the same

Visit of gannets, launching of the fishing lines

Preparation of the staysail, the sheath of the listening rolled up at the level of the stay on which the big buoy is hung.

To fix

The 2 tracks fuse, but on the starboard it gets off

Beautiful 9Kg dolphinfish for 85cm at the withers of the tail

Seen 1st plane in the sky from Cape Verde

Entered a new Goto to move north of Barbados

CCC Brg 271 ° to 257 Nm travelled 1794

270 ° Cog. 7.8 Nds

Wind app. 150 ° 12 Nds

Measurement of the gennaker halyard to order a new one (42 m) to be reported by the next comers



Quiet with beautiful pictures of crazy

15:30 Grain arrives during Fred's shower ...

Taken a laugh in GV + Gn

The wind having to climb we keep 1 laugh in the GV but loose the one in the Genoese Cog 261 ° lives. C7.7 Nds

Martine only half likes to go so fast, even if it is to get to the ground faster or she can have contact with her daughters

Fredo who thought to have a small hollow file to nap until 18:00 with poses coca, postafene but nothing helps until the stomach is empty, then a Vogelene accepted

Fred on standby, a few grains of corn, history to close everything close

20: 00 took the 3rd reef in the GV to 3 flawless and easy + genoa 2 ris

**No rice in the kitchen to the delight of Max: pasta!**

## **Saturday 29**

01:00 pilot variation from 275 to 280 to keep an apparent wind at 150 °

248 Nm Brg 263 ° Cog 252 ° vit. 6.6 Nm travelled through 1909 Nm

Sailing sky, stable baro

03:00 quarter Martine, barely installed 1st Big grain wet (proof the berth Fredo soaked)

She alone makes the variations of the pilot of 5 in 5 °, shot down by 25 ° by monitoring the grain with the radar

When it is to starboard returned to 174 ° quiet!

02: 25 new beautiful grain, shot down to Wind App 160 ° 170 ° for more comfort

Sometimes a little too long downwind but at that time stable on the swell

Well set against the aircraft we feel better the boat as if we were at the helm but less tiring

03: 00 Max takes over without further explanation, the job begins to return

03: 15 grain at 1 mile, pilot increased to 264 ° and then gradually returned to 174 °

04: 40 04: 14 happens but goes by only doing Simsim Bipper one or three times

Acceleration Surf at 10 knots

05: 00 Fred some lurching RAS

### **J13 06:40**

**Position 12 ° 51.8N 057 ° 55.9W**

Baro 1014 Humidity 67% the day rises

Temperatures outside, in the shade, inside 26 ° C water 27 ° C

Cog 269 ° ° Vit. 8.6 Nm

Travelled 1955 Nm (only 174 Nm every day)

Apparent wind 15 - 20 Nds at 150 °

Starboard Cross Veils GV 3 Ris GN 2 Ris Tqtte 1 Ris

07:00 Fredo pti with Fred

Fridge detached, fish juice at the bottom of the fridge ...

Sea "not so bad" but short swell and not so tidy as "LA" Atlantic swell - As usual

07: 10 Goto 200 Nm travelled 1959

Sea and wind stabilize we can better take the road to 7.5 - 8 knots is beautiful blue and white



14: 30 Barbados at 37Nm starboard

17:40 brought the SGS

Let the genoa sway to starboard and the Trinquette to port

Barbados at 14 Nm through Cog 260 ° Brg 21 ° saw 261 °

Large lurches with the sea formed



19: 15 multi-maneuvering between grains including 1 well wet

Tidy pole

Barbados passed

We can finally finish the aperitif interrupted

GN 2 ris port tack

Goto 113 Nm Brg 261 ° Cog 262 ° Lives 6.2Nm through 2047 Nm

Preparation of potatoes for dinner ...

A wave sending a bucket of water in the cabin of M & M, we take a little delay on the schedule ....

21: 25 Goto 100 Nm

2 ships to starboard at 10 - 12 Nm

2 planes on port

### **Sunday, December 30, 2018**

02: 10 apparent wind 8 -16 Nds 160 °

05: 00 go to 53 Nm but road north, we come back to the point

Clear night - beans 1 alone wet around 03:30

Last moon quarters

### **J14 06:40**

**Position 12 ° 43.8N 060 ° 39.2W**

Baro 1015 Humidity 65%

Temperatures outside, in the shade, inside 28 ° C water 27 ° C

Cog 266 ° ° Vit. 6 Nm

Travelled 2116 Nm (that is 161 Nm every day)

Apparent wind 15 - 20 Nds at 150 °

Regular swell strong enough

Wind app 15 Nds at 170 ° ok



09: 00 jibed the GN 2 reefs  
 09: 10 EARTH several islands on starboard  
 11:20 fished an average barracuda  
 11: 50 the wind takes 20 ° North then returns wind app 5-7 lives. 4-6 knots  
 15: 10 Wind back, Martinique Channel 2160 Nm covered  
 Storage of the bridge in nav. all open panels, few sailboats, many moorings, green islands, blue sea with white wavelets, well established wind we get to the anchorage under Genoa 5.5 Nds, what a pleasure!

**15: 42 Mooring 12 ° 30.1N 061 ° 26.9W Anse La Roche de Carriacou Run 2166 Nm**  
**14:42 local (TU - 04: 00**

14 days 9h 2mn engine 2h



Swimming, a little swell breaking on the beach, Fredoya seems to roll but on board it is very calm  
 Catamaran Bluescape.eu anchors next  
 showers  
 Sunset, we try to send sms iphone SFR !! Marine, pays double price than with Free and still looking for how to send sms!  
 While Fredo's Kill Bill sms works, it's great technology when it works !!!!!  
 Aperitif at the sunset as it should be in the Caribbean  
 Having dinner  
 Sleeping: 20: 30 !!! local

A few dribbles ... to follow!  
 Tomorrow Clearance entered Hillsborough and looking for a connection for voice contact

!!! AVERAGE NAV. !!!! 2016 - 2018

		Hour TU	Days	Hours	Nm	Daily distance	Average Speed	Engine	Hour engine at 100Nm	Engine/Nav hour Ratio
Capo verde - Grenada	16/12/18 8:35	30/12/18 12:42	14.2	340.12	2166	153	6.4	3 sargassos comprises	0.14	0.88
				48						
Capo verde - Grenada	16/1/16 9:30	30/1/16 12:15	14.1	338.75	2214	157	6.5	4	0.18	1.18

Will have to highlight the logbook of 2016 to check the numbers ... It seems impossible that we were faster by making 48 Nm more ;-)

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